

BAB V

KESIMPULAN DAN SARAN

5.1. Kesimpulan

Dari analisa terhadap sistem charter atau sewa kapal tersebut kita dapat melihat seberapa jauh pelaksanaan dari sistem atau prosedur yang ditetapkan oleh perusahaan, dalam hal ini kita ingin menilai efisiensi dan efektivitas pelaksanaan Pemeriksaan operasional penjualan jasa pengangkutan pada PT. Admiral Lines.

Berdasarkan hasil penelitian atau temuan dalam bab sebelumnya, maka pelaksanaan operasional terhadap efisiensi dan efektivitas kegiatan penjualan pengangkutan pada PT. Admiral Lines dapat disimpulkan sebagai berikut:

1. Perjanjian sewa menyewa kapal belum mengacu mengenai : pelayanan sewa, kelambatan bongkar muat, dll.
2. Rekrutment tenaga-tenaga muda yang potensial untuk mendukung program penjualan jasa pengangkutan yang belum maksimal.
3. Segala fasilitas pendukung program penjualan jasa pengangkutan yang ada saat ini sudah tidak sesuai lagi dengan perkembangan jaman. Semua balai pendidikan dan latihan saat ini menggunakan media praktek dan metode-metode lama yang masih dioperasikan secara manual dan bila terjadi kerusakan, komponen-komponennya sudah tidak diproduksi lagi.

5.2. Saran

Berdasarkan uraian yang telah dikemukakan pada bab-bab terdahulu, penulis mencoba untuk memberikan saran-saran sebagai hasil dari penelitian Pemeriksaan operasional yang dilakukan oleh penulis. Saran yang dapat diberikan oleh Penulis adalah sebagai berikut:

1. Perusahaan sebaiknya mengacu perbaikan didalam perjanjian sewa menyewa, kelambatan bongkar muat agar masing-masing pihak tidak merasa dirugikan.
2. Membangun tenaga-tenaga muda yang potensial untuk mendukung program penjualan jasa pengangkutan agar mencapai maksimal.
3. fasilitas pendukung program penjualan jasa pengangkutan pada saat ini, termasuk balai pendidikan dan pelatihan, sebaiknya segera diperbaiki atau dimodifikasi dan kalau perlu diganti agar tujuan perusahaan (efisiensi, efektif dan ekonomis) dapat dicapai secara maksimal.

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PT Admiral Lines

MEMBER OF INSA No. 220/INSA/VIII/1990

79-80 JALAN GUNUNG SAHARI - JAKARTA 10610

P.O. BOX : 1476, JAKARTA 10014

PHONE : (021) 4247908 (8 LINES)

CABLE ADDRESS : AMPELINES

TELEFAX : (021) 4206267 - 4255751 - 4202764

E-mail : admiral@uninet.net.id, admagency@uninet.id, al-wmkm@hotmail.com



Quality
Endorsed
Company

ISO 9001:2000
Cert No. : QEC 21402

ISM - CODE
CERTIFICATION BY



SURAT KETERANGAN PENELITIAN

No. 045 / SKP -- AL / X / 2004

Yang bertanda tangan dibawah ini menerangkan bahwa :

Nama : Ali Said
Nomor Pokok Mahasiswa : 00440008
Mahasiswa : Universitas Darma Persada
Program Studi : Akuntansi
Alamat : Jl. Kober Ulu No. 2 RT 002 RW 09
Rawa Bunga Jakarta Timur

Telah Mengadakan penelitian dalam rangka penyusunan Skripsi di PT. Admiral Lines Pada tanggal 20 Desember 2004 sampai dengan tanggal 25 Desember 2004.

Demikian surat ini dibuat untuk diperlukan seperlunya.

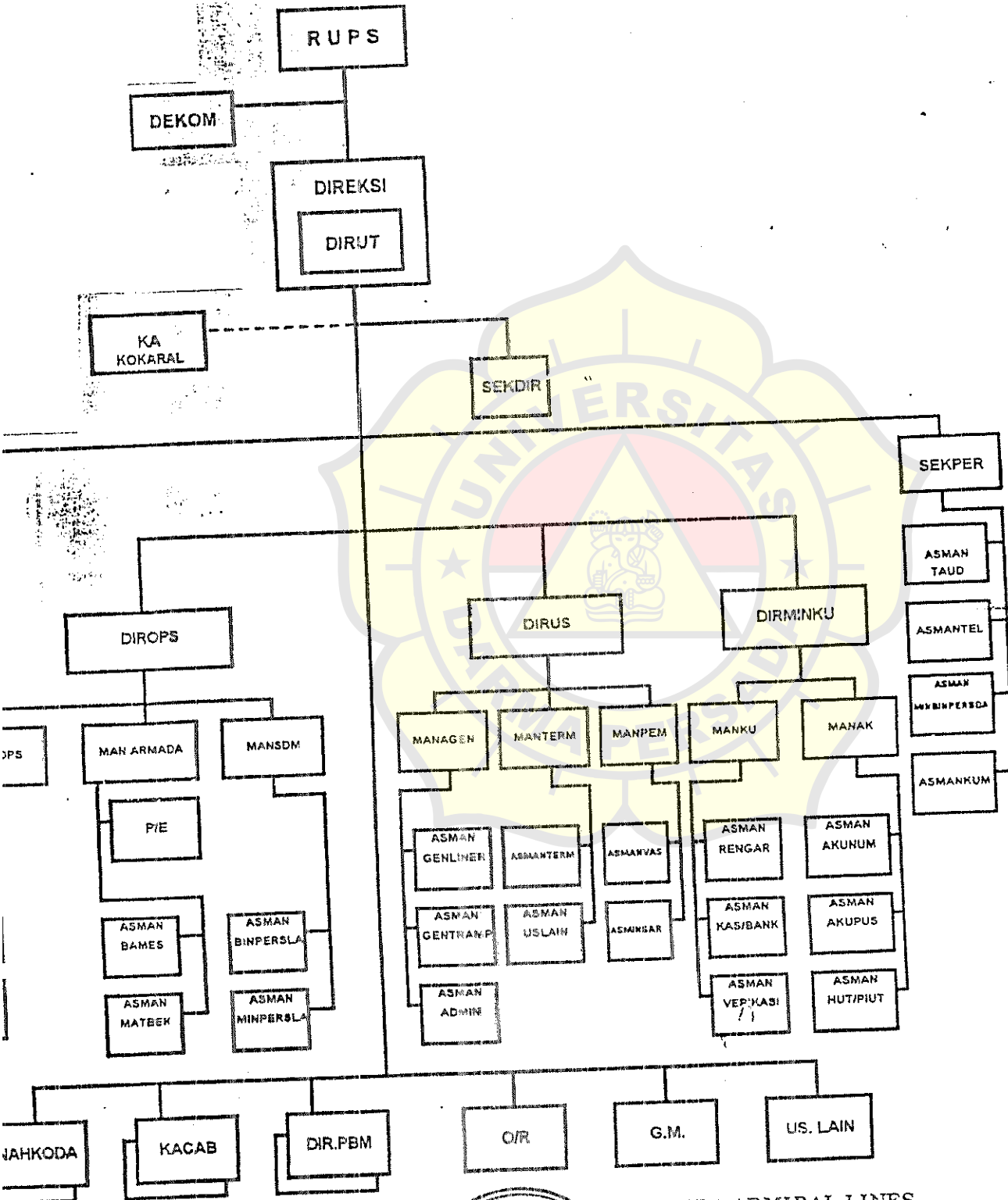
Jakarta, 18 Februari 2005



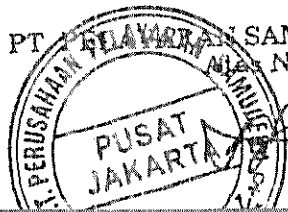
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 SURAT KEPUTUSAN DIREKSI
 NOMOR : 21 /SKEP-AL /IV/1999
 TANGGAL : 01 APRIL 1999

STRUKTUR JABATAN
 PT PELAYARAN SAMUDERA ADMIRAL LINES



PT PELAYARAN SAMUDERA ADMIRAL LINES
 Nama Direksi



[Handwritten signature]



1ST ORIGINAL

Time Charter

GOVERNMENT FORM

Approved by the New York Produce Exchange

November 6th, 1913—Amended October 20th, 1921; August 6th, 1931; October 3rd, 1946

23 RD day of SEPTEMBER 2003

of (SEE RIDER CLAUSE NO. 26)

AND REASONABLE QUANTITY OF CONSTANT

1 Opia Charter Party, made and concluded in.....

2 Between..... PT. PELAYARAN SAMUDERA ADMIRAL LINES.....

3 Owners of the good..... INDOONESIAN FLAG.....

4 of..... 5,464..... tons gross register, and 2,262..... Motorship..... AMRYA JAYA-I.....

5 and with hull, machinery and equipment in a thoroughly efficient state, and classed.....

6 at..... of about 12,096.64 CBM..... cubic feet bale capacity, and about 5,839.83..... tons of 2240-lbs.

7 deadweight capacity (cargo and bunkers, including fresh water and stores set-aside) and one-half percent of ship's deadweight capacity, showing a minimum of fifty tons on a draft of 7.544... feet. METRES, inches on..... Summer freboard, inclusive of permanent bunkers, which are of the capacity of about..... tons of fuel, and capable of steaming, fully laden, under good weather conditions about 10.5 knots on a consumption of about 7.5..... tons of best Welsh coal best grade fuel or best grade Diesel oil now..... TRADING..... and..... DAYA SHIPPING CO., LTD..... Charterers of the City of HONG KONG.....

13 Monthly, that the said Owners agree to let, and the said Charterers agree to hire the said vessel, from the time of delivery, for about THREE MONTHS, PLUS THREE MONTHS AT CHARTERERS OPTION..... within below mentioned trading limits.

16 Charterers to have liberty to sublet the vessel for all or any part of the time covered by this Charter, but Charterers remaining responsible for the fulfillment of this Charter Party.....

18 Vessel to be placed at the disposal of the Charterers, at 48 HOURS AFTER DROPPING OUTWARD PILOT PADANG.....

19 in such dock or at such wharf or place where the cargo is always stowed, at all times of tide, except as otherwise provided in clause No. 6, as the Charterers may direct. If such dock, wharf or place be not available time to count as provided for in clause No. 6. Vessel on her delivery to be ready to receive cargo with clean-swept holds and tight, staunch, strong and in every way fitted for the service, having water ballast, winches and donkey boiler with sufficient steam power, or if not equipped with donkey boiler, then other power sufficient to run all the winches at one and the same time (and with full complement of officers, seamen, engineers and firemen for a vessel of her tonnage), to be employed, in carrying heavy merchandise including petroleum or its products, in proper containers, excluding..... GENERAL CARGO, STEEL, TIMBER PRODUCTS OR OTHER LAWFUL CARGO. (Vessel is not to be employed in the carriage of Live Stock, but Charterers are to have the privilege of shipping a small number on deck at their risk, without necessary fittings and other requirements to be for account of Charterers), in such lawful trades, between safe port and/or ports in British North America, and/or United States of America, and/or West Indies, and/or Central America, and/or Caribbean Sea, and/or Gulf of Mexico, and/or Mexico, and/or South America, and/or Africa, and/or Asia, and/or Australia, and/or New Zealand, but excluding Magdalen River, River St Lawrence between October 1st and May 15th, Hudson Bay and all unsafe ports, also excluding, when out of season, White Sea, Black Sea and the Baltic. TRADING AREAS ARE ALWAYS WITHIN INSTITUTE OF WARRANTY LIMITS WITHIN FAR EAST/SOUTH EAST ASIA.....

FUEL (1000 + 0.5) 1000

WITHOUT GUARANTEE

PERFORMANCE AND/OR DEFAULT OF MEN AND/OR STRIKE OR SABOTAGE BY OFFICERS/CREW OR DEFICIENCY OF

SELF-PILOTAGE TO BE SETTLED BETWEEN MASTER AND CHARTERERS UNDER DIRECT (NEGOTIATION)

91 ~~that the Charterers shall have the option of continuing this charter for a further period of~~
92 ~~(SEE RIDER CLAUSE NO. 33)~~ ~~days previous to the expiration of the first named term or any declared option~~
93 ~~on giving written notice thereof to the Owners or their Agents~~ ~~20 TH OCTOBER 2003~~ ~~and should vessel~~
94 ~~14. That if required by Charterers, time not to commence before~~ ~~25 TH OCTOBER 2003~~ ~~but not later than 4 p.m. Charterers or~~
95 ~~not have given written notice of readiness on or before~~
96 ~~their Agents to have the option of cancelling this Charter at any time not later than the day of vessel's readiness~~
97 ~~15. That in the event of the loss of time from deficiency of men or stores, fire, breakdown or damages to hull, machinery or equipment,~~
98 ~~grounding, detention by average accidents to ship or cargo, drydocking for the purpose of examination or painting bottom, or by any other cause~~
99 ~~preventing the full working of the vessel, the payment of hire shall cease for the time thereby lost, and if upon the voyage the speed be reduced by~~
100 ~~defect in or breakdown of any part of her hull, machinery or equipment, the time so lost, and the cost of any extra fuel consumed in consequence~~
101 ~~thereof, and all extra expenses shall be deducted from the hire.~~
102 ~~16. That should the Vessel be lost, money paid in advance for freight, demurrage, expenses, fire, restraint of Princes, Rulers and People, and dangers and accidents of the Seas,~~
103 ~~returned to the Charterers at once. The act of God, enemies, fire, restraint of Princes, Rulers and People, and dangers and accidents of the Seas,~~
104 ~~Hyers, Machinery, Boilers and Steam Navigation, and errors of Navigation throughout this Charter Party, always in distress, and to deviate for the~~
105 ~~Hyers. The vessel shall have the liberty to sail with or without pilots, to tow and to be towed, to assist vessels in distress, and to deviate for the~~
106 ~~purpose of saving life and property.~~
107 ~~If that should any dispute arise between Owners and the Charterers, the matter in dispute shall be referred to three persons at New York,~~
108 ~~one to be appointed by each of the parties hereto, and the third by the two so chosen; their decision or that of any two of them shall be final, and for~~
109 ~~the parties hereto; my award, this agreement may be made a rule of the Court. The Arbitrators shall be commercial men. (SEE RIDER CLAUSE N~~
110 ~~18. That the Owners shall have a lien upon all cargoes, and all sub-freights for any amounts due under this Charter, including General Avera-~~
111 ~~ge contributions, and the Charterers to have a lien on the Ship for all monies paid in advance and not earned, and any overpaid hire or excess~~
112 ~~deposit to be returned at once. Charterers will not suffer, nor permit to be continued, any lien or encumbrance incurred by them or their agents, which~~
113 ~~might have priority over the title and interest of the owners in the vessel.~~
114 ~~19. That all detaches and salvage shall be for Owners' and Charterers' equal benefit after deducting Owners' and Charterers' expenses and~~
115 ~~Costs proportionally. General Average shall be adjusted, stated and settled according to Rules 1 to 17 inclusive, if to be made, and that 1/3 of~~
116 ~~York-Antwerp Rules 1924, or such part or parts in the United States may be adopted by the carrier and so to matters not provided for by those~~
117 ~~Rules, according to the laws and usages at the port of New York. In such adjustment disbursements in foreign currencies shall be exchanged into~~
118 ~~United States money at the rate prevailing on the date of discharge at the port or place of final discharge of such damaged cargo from the ship. Average agreement or~~
119 ~~the rate prevailing on the last day of discharge at the port or place of final discharge of the goods. Such cash deposit as the carrier~~
120 ~~bond and such additional security, as may be required by the carrier, must be furnished before delivery of the goods. Special charges thereon, shall, if~~
121 ~~or his agents may deem sufficient as additional security for the contribution of the goods and for any salvage and special charges thereon, shall, if~~
122 ~~required, be made by the goods, shippers, consignees or owners of the goods to the carrier before delivery. Such deposit shall, at the option of the~~
123 ~~carrier, be payable in United States money and be remitted to the adjuster. When so remitted the deposit shall be held in a special account at the~~
124 ~~place of adjustment in the name of the adjuster pending settlement of the General Average and refunds or credit balances. If any, shall be paid in~~
125 ~~United States money.~~
126 ~~In the event of accident, danger, damage, or disaster, before or after commencement of the voyage resulting from any cause whatsoever,~~
127 ~~whether due to negligence or not, for which, or for the consequence of which, the carrier is not responsible, by statute, contract, or otherwise, the~~
128 ~~goods, the shipper and the consignee, jointly and severally, shall contribute with the carrier in general average to the payment in respect of the~~
129 ~~losses, or expenses of a general average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of~~
130 ~~goods. If a sailing ship is owned or operated by the carrier, salvage shall be paid for as fully and in the same manner as if such sailing ship or~~
131 ~~ships belonged to a stevedore.~~
132 ~~Provisions as to General Average in accordance with the above are to be included in all bills of lading issued hereunder. (SEE RIDER CLAUSE N~~
133 ~~19. Fuel used by the vessel while off hire, also for coaling, condensing water, or for grates and stoves to be agreed to as to quantity, and the~~
134 ~~cost of replacing same, to be allowed by Owners.~~
135 ~~20. That as the vessel may be from time to time employed in tropical waters during the term of this Charter, Vessel is to be docketed at a~~
136 ~~convenient place, bottom cleaned and painted whenever Charterers and Captain think necessary at least once in every six months reckoning from~~
137 ~~time of last painting, and payment of the hire to be suspended until she is again in proper state for the service~~
138
139

SUFFICIENT LIGHT
FOR NIGHT WORK
FREE OF EXPENSES,
TO CHARTERERS

SHORE WINCHMEN
TO BE EMPLOYED
& PAID FOR BY
CHARTERERS

ACTS OF PILOTS
AND TUG BOATS

2.00 PERCENT

AS ON BOARD

CRANES AND POWER

CRANES AND POWER

THEIR CAPACITY

140 22. Owners shall maintain the year of the ship as fitted, providing gear for all derricks capable of handling heavy lifts up to three tons, also
141 providing ropes, luffs, slings and blocks. If vessel is fitted with derricks capable of handling heavy lifts Owners are to provide necessary gear for
142 same, otherwise equipment and gear for heavier lifts shall be for Charterers' account. Owners also to provide on the vessel lanterns and oil for
143 night work, and vessel to give use of electric light when as fitted, but any additional lights over those on board to be at Charterers' expense. The
144 Charterers to have the use of any gear on board the vessel.

145 23. Vessel to work night and day if required by Charterers and all winches to be at Charterers' disposal during loading and discharging,
146 steamer to provide one winchman per hatch to work winches day and night as required. Charterers agreeing to pay officers, engineers, winchmen,
147 deck hands and donkeymen for overtime work done in accordance with the working hours and rates stated in the ship's articles. If the rules of the
148 port, or labor unions prevent crew from driving winches, shore Winchmen to be paid by Charterers. In the event of a disabled winch or winches, or
149 insufficient power to operate winches, Owners to pay for shore engine or engine, in lieu thereof, if required, and pay any loss of time occasioned
150 thereby.

151 24. It is also mutually agreed that this Charter is subject to all the terms and provisions of and all the exemptions from liability contained
152 in the Act of Congress of the United States approved on the 18th day of February, 1899, and entitled "An Act relating to Navigation of Vessels,
153 etc., in respect of all cargo shipped under this charter to or from the United States of America." It is further subject to the following clauses, both
154 of which are to be included in all bills of lading issued hereunder.

155 U.S.A. Clause Paramount
156 This bill of lading shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States, approved April
157 16, 1924, which shall be deemed to be incorporated herein, and nothing herein contained shall be deemed a surrender by the carrier of
158 any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act. If any term of this bill of lading
159 be repugnant to said Act to any extent, such term shall be void to that extent, but no further.

160 Both-to-Blame Collision Clause
161 If the ship comes into collision with another ship as a result of the negligence of the other ship and any act, neglect or default of the
162 Master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the ship, the owners of the goods carried
163 hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying ship or her owners in so far as such loss
164 or liability represents loss of, or damage to, or any claim whatsoever of the owners of said goods, paid or payable by the other or non-
165 carrying ship or her owners to the owners of said goods and set off, recouped or recovered by the other or non-carrying ship or her
166 owners as part of their claim against the carrying ship or carrier.

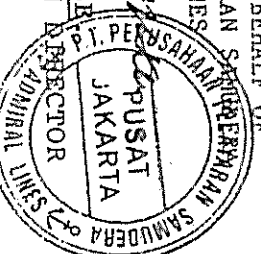
167 25. The vessel shall not be required to enter any ice-bound port, or any port where lights or light-ships have been or are about to be with-
168 drawn by reason of ice, or where there is risk that in the ordinary course of things the vessel will not be able to safely enter the
169 port or to get out after having completed loading or discharging.
170 26. Nothing herein stated is to be construed as a demise of the vessel to the Time Charterers. The owners to remain responsible for the
171 navigation of the vessel, crew, and all other matters, same as when trading for their own account.

172 27. A commission of 2 1/2 per cent is payable by the Vessel and Owners to
173
174
175
176
28. An address commission of 1/2 per cent payable to DATA SHIPPING CO., LTD., on the hire earned and paid under this Charter.

RIDER CLAUSES NO. 26-57, AS ATTACHED THERETO, TO BE FULLY INCORPORATED IN THIS CHARTER PARTY.

OWNERS:
FOR AND ON BEHALF OF
PT. PELAYARAN SAMUDERA
ADMIRAL LINES

RACHMAN SEPTIYUSAT
DIRECTOR
ADMIRAL LINES



CHARTERERS:
FOR AND ON BEHALF OF
DATA SHIPPING CO., LTD.

DATA SHIPPING CO. LTD.

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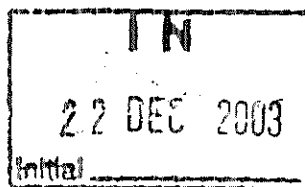
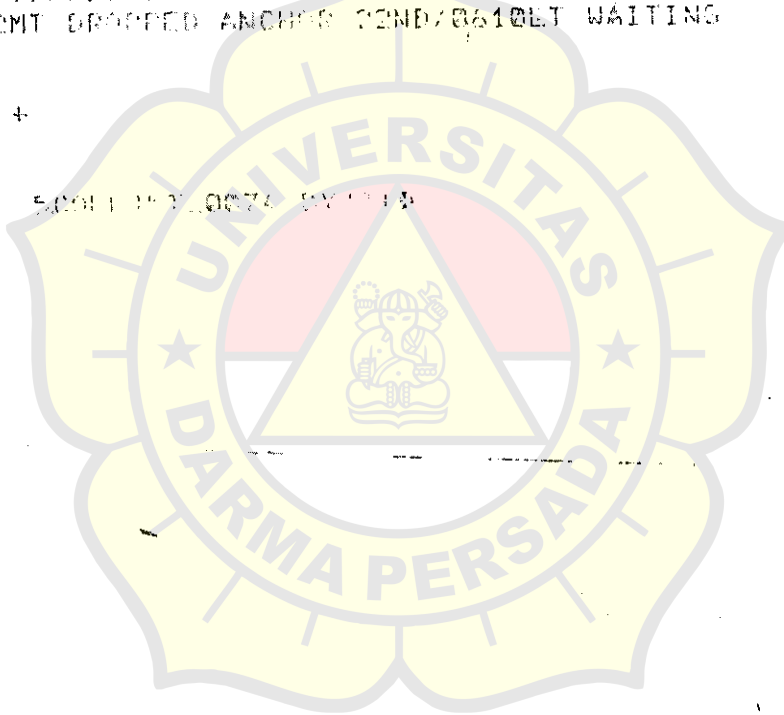
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ING/HOURS/13H10M DRAFT/F/6.10/6/7.20 BUNKER QTY/USED FO/3.360KL/
E MT DO/0.962KL/0.830MT DROPPED ANCHORS 22ND/0610LT WAITING
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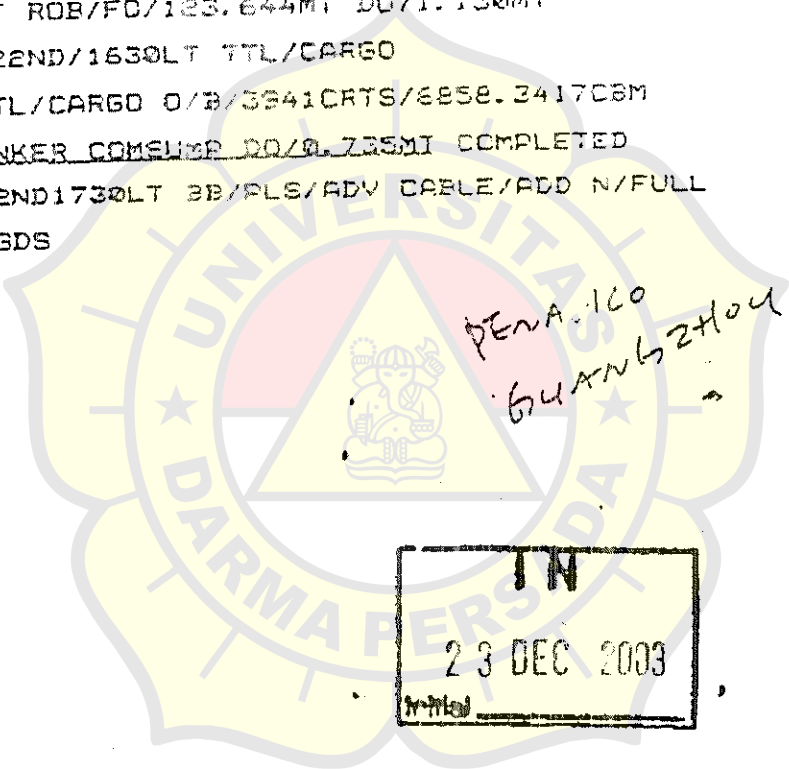
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 F/6.75/A/7.20 FW/138T ROB/FD/123.644MT D071.130MT
 /22ND/1140LT COMPLD/22ND/1630LT TTL/CARGO
 83CRTS/500.4060CBM TTL/CARGO 0/B/3941CRTS/6858.3417CBM
 ME IN/PORT 11H20M BUNKER CONSUME DO/A.735MI COMPLETED
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S 23RD/NP/003N/10835 TTL/DIST SAILING 175.5NM
NG/HOURS/18H30M BUNKER QTY/USED FO/4.915MT DO/3.836MT FW/132T
3.5 N/3/BC/SLIGHT ROB/FO/118.725MT DO70.294MT ETA/HUANGPU
0837LT TKS/BRGDS MASTER

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10 DAYA HX

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UNIVERSITAS
DARMA PERSADA
- 23 DEC 2003
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DAYA HX

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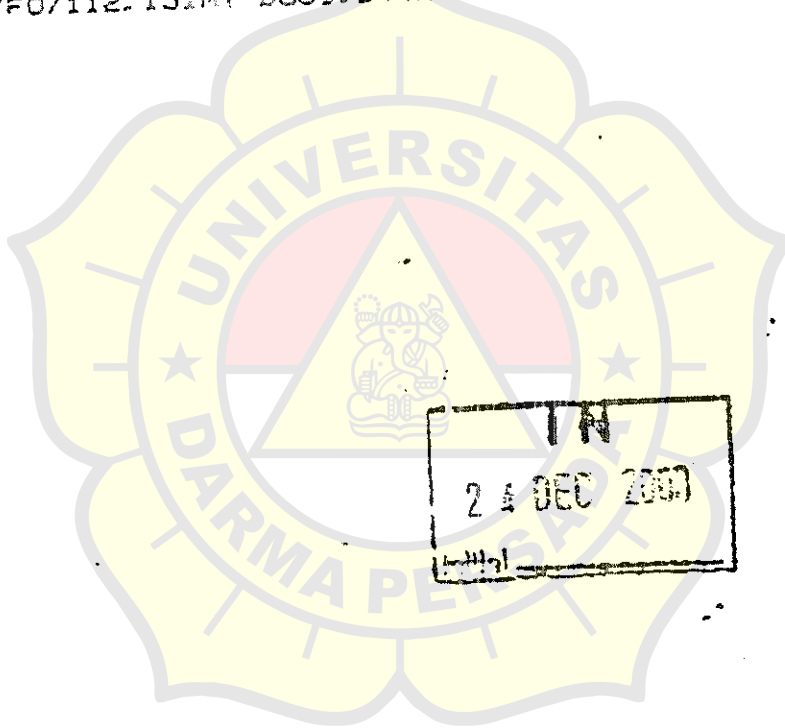
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G

24TH/NP/0309N/11125E TTL/DIST SAILING 248.1NM
3/HOURS/24H00M BUNKER QTY/USED FO/6.574MT DO/0.950MT FW/125T
7 SW/3/C/SLIGHT ROB/FO/112.151MT DO69.344MT ETA/HNGPU
39LT TKS/BRGDS
MASTER

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1235



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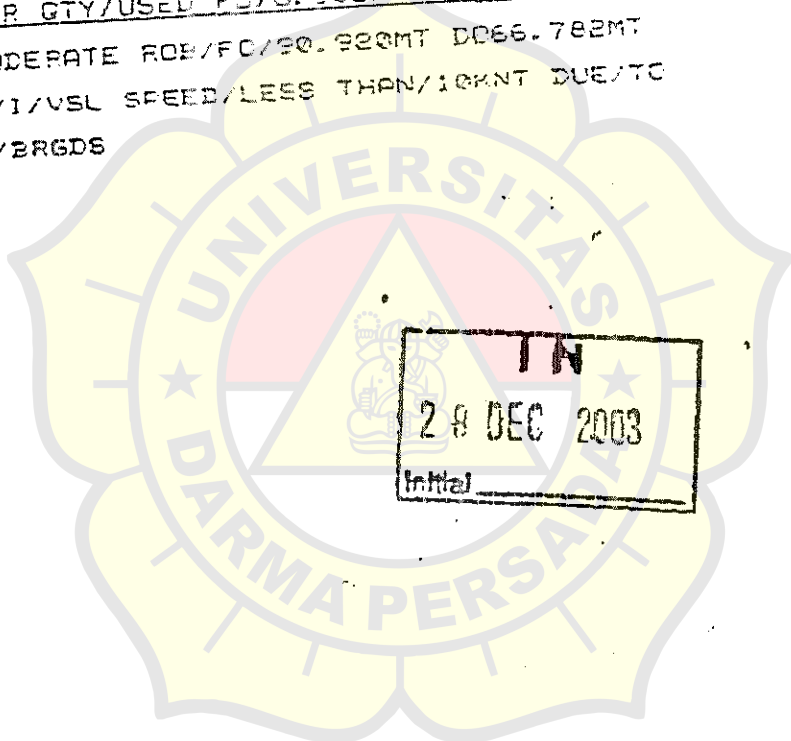
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IRTAJAYA-II/YFUS HONGKONGRADIO : 31/27 27 2515Z 1914

IP

NG

PA/27/NP/1225N11933E TIL/DIST SAILING 224.2NM
 15/HOURS/24H00M BUNKER QTY/USED FC/6.903MT DO/R.874MT
 ST AVS/9.3 NE/4/SC/MODERATE ROB/FC/90.920MT DO66.782MT
 NGPU 30TH055ALT 22/FYI/VSL SPEED/LESS THAN/10KNT DUE/TC
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IN
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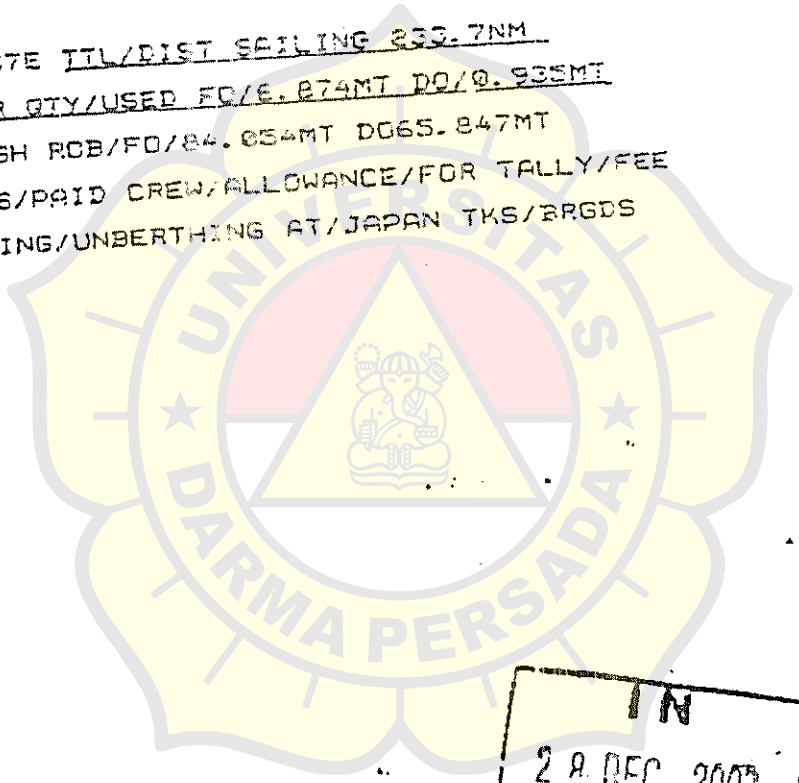
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IG

RF/28TH/NP/1611N11937E TTL/DIST SAILING 230.7NM
E/HOURS/24H00M BUNKER QTY/USED FO/E. 874MT DO/O. 935MT
AVS/9.7 NNE/4/C/ROUGH ROB/FO/84. 054MT DO65. 847MT
GPU 30TH1202LT 28/PLS/PAID CREW/ALLOWANCE/FOR TALLY/FEE
FEE FOR/MASTER BERTHING/UNBERTHING AT/JAPAN TKS/BRGDS
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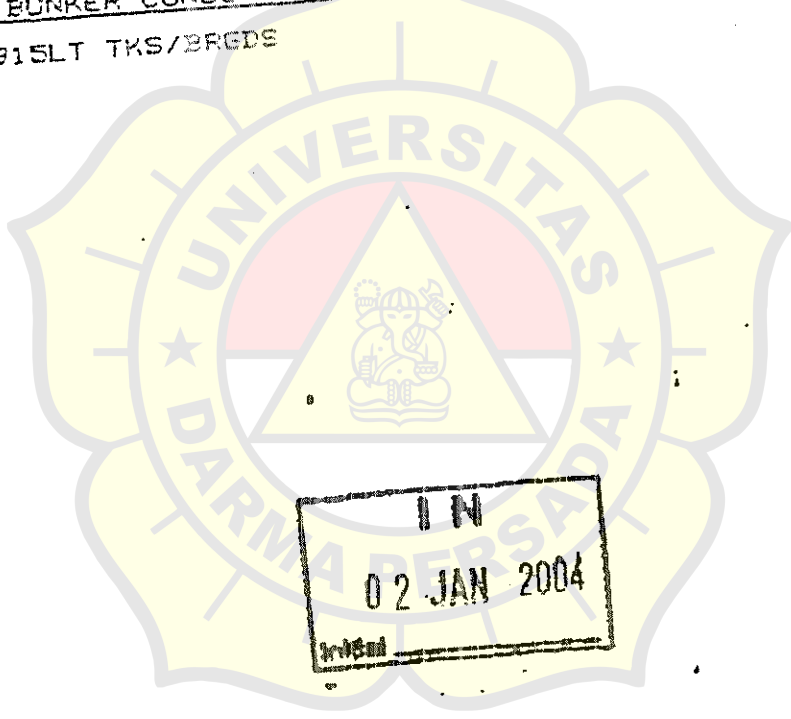
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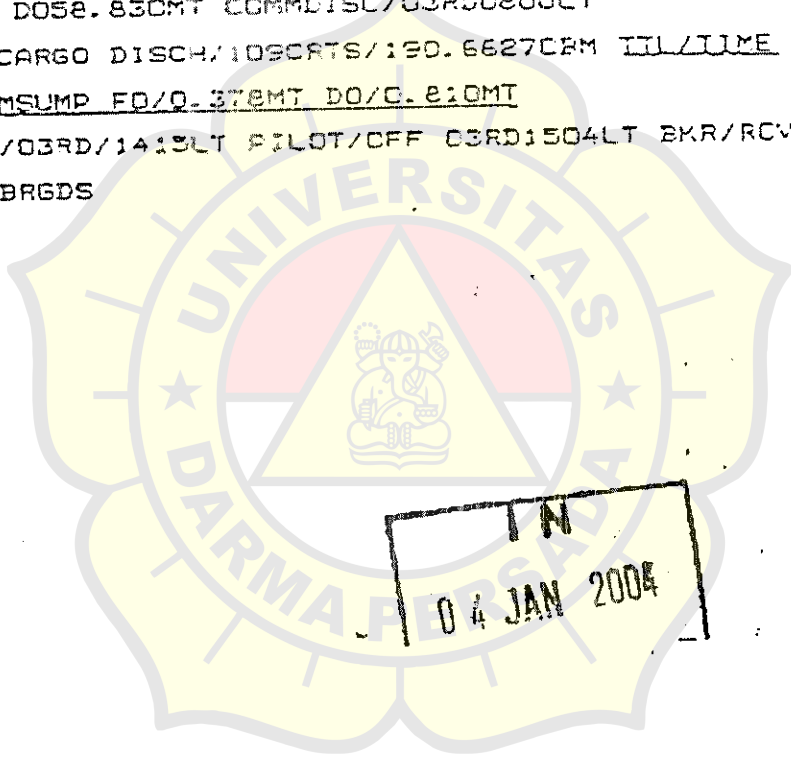
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4 TD/HKG 03RD1415LT ETA/HUIZOU 03RD2000LT DRAFT/F/6.05/A/6.30
 347 ROB/FO/410.903MT D052.830MT COMMDISC/03RD0800LT
 DISC/03RD1300LT TTL/CARGO DISCH/1090RTS/190.6627CBM TTL/TIME
 CRT 16H35M BUNKER CONSUMP FO/O.378MT DO/C.810MT
 03RD/1405LT ANCHORUP/03RD/1415LT PILOT/OFF 03RD1504LT BKR/RCVD
 372KL/345.110MT TKS/BRGDS

ER

ND
50 DAYA HX



IN
04 JAN 2004